Fame and

A Glance at Safety Shortcomings Thro

(Editor's note: **Fame and Pain** *doesn't want to embarrass individuals or commands, but offers examples of how doing things right can reap awards, and how paying less than 100 percent attention to the job can cost pain, time and money.)*

Kudos go to the *Oliver Hazard Perry*-class frigate, USS *Estocin* (FFG 15) for making ORM a shipboard staple. *Estocin* received Naval Safety Center ORM training in August of 2000, and now includes it in all shipboard evolutions to reduce mishap potential. ORM is part of navigation briefs, such as when the ship faced navigation challenges while departing Curacao. ORM identified risks the ship would face when getting underway, including grounding resulting from weather, an engineering casualty, or unfamiliarity with the port. Also addressed were possible injury or death due to a man overboard or a line-handling mishap; a collision due to tight harbor conditions and limited maneuverability; and retrieving the ship's RHIB while turning in the channel basin after getting underway. By discussing these before getting underway, the watch team could plan how it would respond. The key is "respond" versus "react," since reactions can sometimes be knee-jerk and not well-thought-out.

Meanwhile, even an antacid didn't help a Sailor who inadvertently drank some cleaning fluid. The Sailor was working in a galley and reached for the cup he thought he had put down minutes before and which (he thought) contained coffee, bug juice, or whatever he had been drinking. The cup

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actually contained general-purpose cleaner being used by a shipmate. Fortunately, our thirsty Sailor only swallowed an ounce of soap and was immediately taken to sick bay, where he was found to be fully fit for duty (after gargling with some mouthwash). Two mistakes led to this event: A Sailor wasn't paying attention to what he was doing (drinking from the wrong cup), while another Sailor had used an unauthorized container for cleaning liquid. As the adage goes, the devil is in the details.

☛ Sometimes safety problems occur during the most unsuspecting times, say, for instance, during a fresh- water washdown. Aboard one ship recently, a normal washdown created some sparks (literally) when fresh water entered a cable run beneath the starboard bridge wing, shorting an already frayed electrical cable. Fortunately, the ship's rapid-response team was immediately on-scene, and the repair-party electrician repaired the frayed wire. Be careful where you aim that fresh-water stream during a washdown. When you pass cable through a cable run, or remove a cable, do so slowly and cautiously. Cables too frequently are jammed into, or quickly jerked from, cable runs. Using force to add or remove a cable can create hazards and equipment operation problems when least expected.

☛ Those who work daily with electricity might shake their heads at the Sailor who shocked himself with 440 volts when retrieving a screw he dropped while working in a radar cabinet. We don't need a lot of specifics here to understand how a simple evolution involving three petty officers could have been tragic. An FC2 was performing maintenance on the final power amplifier for his shipboard radar and had, indeed, secured the necessary electrical circuits. While working on the equipment chassis to which he had secured power, he dropped a screw. It fell to the bottom of the cabinet under a live 440-volt line filter. When the technician reached for the dropped screw, he touched the line filter and got a shock for a quarter of a second, withdrew his hand, and immediately went to sick bay. Medical personnel thought he was OK but sent him to a naval hospital as a precaution. He was fully fit for duty. It was by all measure a "happy" ending but not without lost work time and an unwanted jolt for the technician. Yes, he deenergized the circuit on which he was working. Yes, he followed the golden rule of never working alone on electrical equipment. However, he stuck his hand where it did not belong, and you know the rest of the story. By the way, how many readers know how to "disconnect" a shipmate if you find him being shocked by an electrical circuit? Look it up, but one thing you better not do is grab him with your bare hands!

(If you have a contribution for Fame and Pain, e-mail **fklinkenberger@safetycenter.navy.mil.** *Submissions should be one or two paragraphs. All submissions must include the writer's name and rank/rating, and a point of contact. Articles should include full names and ratings of individuals recognized for outstanding safety achievements or depicted in photographs. Command identification and individual names may be withheld upon request. Sharing "lessons learned" could prevent injury or death to a fellow Sailor in the fleet, so share what you have learned.*